ADVERTISE!

The Best Medium for Advertising in the Colony is

THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

PRINTING

Of Every Description

Promptly, Neatly, & Cheaply Executed

AT THE

'China Mail Office,'

5 Wyndham Street.

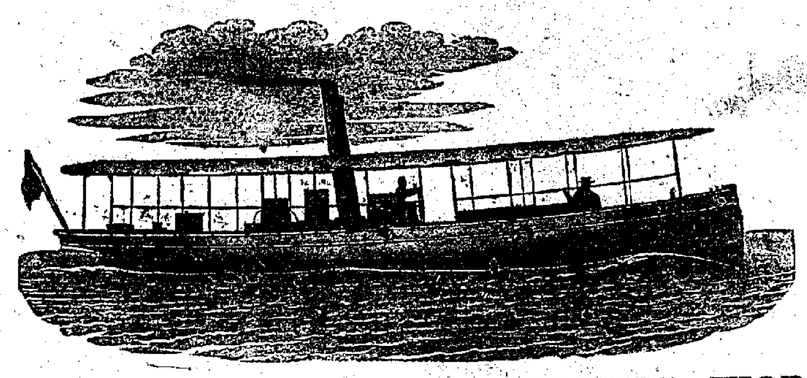
No. 11,807. 英一千九百零一年正月十五號 HONGKONG, TUESDAY, JANUARY 15, 1901. 庚子年十一月廿五日 PRICE, $2.50 Per Month

Business Notices.

W. S. BAILEY & CO.,

Engineers and General Merchants,

60 & 62, DES VŒUX ROAD, (OLD PRAYA).



ENGINEERING AND SHIPBUILDING WORKS,

With 500 feet frontage to Kowloon Bay, and Complete with most Modern Machine Tools, and Staff of Skilled Mechanics.

Light Draft Steamers, Launches, Tug Boats, Barges, Etc.

THE

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus. Telephone 56.

For Terms,
Apply to the MANAGER. 741

BOARD AND RESIDENCE.
'GLENWOOD,'
21 Caine Road, near the Italian Convent.

Comfortably-Furnished Rooms, Single or in Suite.

Mrs. GILLANDERS.
Hongkong, October 2, 1900. 2040

Wanted.

BOARD AND RESIDENCE.

GENTLEMAN Requires BOARD and RESIDENCE.
Apply to
'777,'
Care of 'China Mail' Office.
Hongkong, December 29, 1900. 2601

BOOKKEEPER.

WANTED, a good BOOKKEEPER; must be experienced and quick.
Apply, Robinson Piano Co., Ltd.
Hongkong, December 31, 1900. 2606

THE TANJONG PAGAR DOCK CO., LIMITED, SINGAPORE.

WANTED, an ASSISTANT MANAGER, Salary $750 per Month, with free Unfurnished House.
Applications and copies of Testimonials to be sent to the Undersigned.
Appointment to be taken up as soon as possible.
THOS. SCOTT,
Chairman.

WANTED, a CIVIL ENGINEER, One, who has had experience in building Wharves and Docks preferred.
Applications and Testimonials to be sent to
THOS. SCOTT,
2593 *Chairman.*

WANTED.

FOR the Office of the Hongkong, Canton and Macao Steamboat Company, Limited, an ENGLISH CLERK, Unmarried; Age 25 to 30. Thorough knowledge of BOOKKEEPING indispensable.
Applications in writing only, to be addressed to
THE SECRETARY.
Hongkong, January 14, 1901. 39

REQUIRED, for the Naval Yard Police, Men of good Character and of British birth, between the age of 25 and 35.
Apply,
COMMANDER,
Naval Yard.
H. M. Naval Yard,
Hongkong, January 14, 1901. 95

PIANOFORTE TUITION.

LADY is desirous of obtaining PUPILS for the PIANOFORTE. Will attend at Pupils' Residences.
Terms moderate.
Address Miss M. Marques da Silva,
Care of 'China Mail' Office.
Hongkong, January 14, 1901. 87

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITTARRA.
For Terms, Etc.,
Apply to
ROBINSON PIANO Co., Ltd.
Hongkong, November 8, 1900. 2253

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, Aberdeen Street.

SANITARY Appliances Supplied, Flushing Cisterns, Water Closets, Urinals, Etc.
All Works carried out in accordance with the Public Health Ordinance.
Estimates Free.
Hongkong, December 27, 1900. 825

NOTICE.

OUR SENIOR, Mr. H. CAESAR ERDMANN, retired from our Firm on the 31st December, 1900, but will remain a dormant PARTNER until further notice.
Mr. Martin Eduard Ferdinand March,
Mr. Adolf Carl Schomburg,
Mr. Wilhelm Wiederhold,
Mr. Eduard Moritz Hans Schubart,
have TO-DAY been admitted PARTNERS.
CARLOWITZ & Co.
Hongkong, Hamburg and China,
1st January, 1901. 6

To Let.

TO LET.
With Immediate Possession.

NO. 8, RICHMOND TERRACE, (a Six-Roomed House).
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, January 11, 1901. 80

TO LET.

'EASTLEY,' Upper Richmond Road, 5. 4 or 5 Rooms. For 7 Months.
Apply to
BASEL MISSION.
Hongkong, January 10, 1901. 73

TO LET.

WITH BOARD, Room at Knutsford Terrace, Kowloon.
Apply by letter to
'Kowloon,' *China Mail* Office.
Hongkong, January 14, 1901. 2

TO LET.

FURNISHED HOUSE, in Kowloon, for Seven Months, from the end of March, 1901.
Apply to
MORE & SEIMUND.
Hongkong, January 3, 1901. 22

TO LET.

'INTRA MUROS,' CAINE ROAD.
Apply to
FUNG WA CHUN.
Hongkong, January 7, 1901. 2616

GODOWNS TO LET.

AT WANCHAI and WEST POINT.
Apply to
EDWARD OSBORNE,
Secretary,
Hongkong & Kowloon Wharf & Godown Co., Ltd.
Hongkong, December 5, 1900. 2433

TO LET.

FOR Six Months from next Spring, A FURNISHED HOUSE, near Bowen Road, 5 Rooms.
Apply to 'G.,'
Care of 'China Mail' Office.
Hongkong, December 4, 1900. 2428

TO LET.

A HOUSE in RIPON TERRACE.

TO LET, FURNISHED.
2 and 3, GOUGH HILL, Peak. From middle of April.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, January 4, 1901. 28 22

Robinson Piano Co., Ltd.
Hongkong, Shanghai, Singapore.

MANUFACTURERS OF
IRON FRAME - -
- - PIANOS,
$215, $290, $345, $400.
HAAKE, METZLER, WERNER.
We personally searched Germany and England thoroughly and found nothing to come near these. They are altogether *unequalled in the Colony.*
Please see them before deciding.
Others by
BRINSMEAD,
COLLARD,
RACHALS.

FOR SALE.

FIVE SEALS, bearing the Chop of the Empress Dowager, and two, bearing the EMPEROR'S Chop (all unofficial, and made of beautiful Jadestone); also a Costly Piece of WHITE JADE, carved and epitomized in memory of the sixth last Chinese Emperor.
Intending purchasers can see a Photograph of this rare collection on applying at the *China Mail* Office.
Hongkong, January 10, 1901. 70

FOR SALE.

A BRAND NEW STEAMER, 102 feet long, 16 feet 2 inches beam, 8 feet 3 inches depth, built of Teak Wood, 60 tons carrying Capacity, able to carry 120 Passengers.
For further particulars, apply to
RITCHIE & Co.,
39, Des Vœux Road.
Hongkong, January 12, 1901. 83

NOTICE.

WE have This Day authorised Mr. CHARLES WILLIAM MARSHALL to SIGN our Firm per Procuration.
GEO. R. STEVENS & Co.
Hongkong, January 12, 1901. 81

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
9, Victoria Terrace, Tientsin,
10, Des Vœux Road Central, Hongkong.
DR. PETERSON who is at present up North may be expected back at an early date.
Hongkong, January 1901 1633

WILLIAM MACLEOD, D.D.S.,
DENTIST,
BEACONSFIELD ARCADE,
(Opposite Hongkong and Shanghai Bank.)
Hongkong, January 4, 1901. 25

'KIRIN.'

A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, $2.00 per dozen.
PINTS, $1.75 do.

W. HUTTON POTTS,
Sole Agent for Hongkong.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL
(NEAR THE ENGINEEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., *Managers.*
1027 JOHN BROWNHILL, *Superintendent.*

LANE, CRAWFORD & Co.

FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS.

LARGE STOCKS OF:—
Handsome Chenille and Tapestry Winter Curtains.
Eider Down Quilts, Down Cushions.
Silk Tapestries.
Table Covers.
Axminster, Velvet Pile, and Brussels Carpets.
Linoleums.
Perambulators and Mail Carts.
Lace Curtains, Muslins, &c., &c.

We are now offering at greatly reduced prices a quantity of CARPET-SQUARES, RUGS, &c.
Estimates Made for Upholstery Work, Furniture, &c.
1965 Lane, Crawford & Co.

G. H. MUMM & CO.'S
EXTRA DRY
CHAMPAGNE,
Agents: SHEWAN, TOMES & Co.,
For Hongkong, Shanghai and Japan.
472

THE PHARMACY,
10 Queen's Road Central, Hongkong.

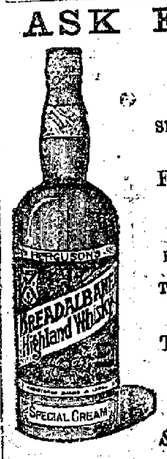
ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKEY (PURE MALT).
MANILA CIGARS.
Manager, RICHARD FLINT.
1882

THE
HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.
2196

ASK FOR FERGUSON'S
P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland; devoid absolutely of all deleterious matter.
THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.





Sole Importers,
23 F. BLACKHEAD & Co.

W. POWELL & Co.

FOR TRAVELLING RUGS,
SILK RUGS,
WHITE AND COLOURED SCOTCH BLANKETS.
ALSO
LADIES', GENT'S AND CHILDREN'S
LAMBS' WOOL VESTS AND DRAWERS.
43, Queen's Road Central.
Hongkong, January 11, 1901. 1517

KANG ON,
CONTRACTOR,
30, D'Aguilar Street, Hongkong.
CONTRACTS for Local and Coast Port Buildings of all descriptions, Supplying Timber, Bricks, Granite, and all Building Materials at very Moderate Prices, and undertakes the engagement of Carpenters Smiths and Masons.

榮 CHEE WING. 我
28 & 29, LEE YUEN STREET (WEST), HONGKONG.
Dealer in
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.,
Suitable for
Ships, Engineers and House Builders.
Hongkong, May 29, 1900. 1227

Business Notices.

CINCHONA TONIC
VERSUS
- - ANOPHELES.

The best Antidote for the Bite of the Malarial Mosquito is the free use of Cinchona Tonic.

Cinchona Tonic is a delicious Beverage and a Sure Preventative of Malarial Fever.

MANUFACTURED ONLY BY
Watkins' Limited,
1146 *Aerated Water Manufacturers, Hongkong.*

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In casks of 375 lbs net $5.00 per cask, ex Factory.
In bags of 250 lbs net $3.00 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL AGENTS. 2635

Pianoforte Tuning, Repairing, Etc.

Having increased our Staff efficiently, we are prepared to receive additional Annual or other Tunings, and to guarantee satisfaction. Repairs can also now be undertaken with confidence, our new assistants being conversant with the needs of Pianos in a Climate such as Hongkong.
1662 LANE, CRAWFORD & Co.

CHAS. HEIDSIECK'S - -
CHAMPAGNES:
WHITE SEAL (1393 VINTAGE).
CACHET IMPÉRIAL (Extra Dry; Gout Americain)

SIEMSSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

TANSAN WATER.
Per Case of 4 Dozen Pints ... ... $6.00.
Trade Mark.
和源
Hong Name
YUEN WO
Telephone No. 135. 259
SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

THE
VICTORIA DISPENSARY.
DAKIN'S ANISEED & LICORICE COUGH BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST.
Price 50 Cents and $1.
CRUICKSHANK'S COUGH BALSAM.
A Valuable Remedy for Influenza Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price $1 per Bottle.
VICTORIA DISPENSARY,
1763 *QUEEN'S ROAD.*

Extra Special Finest Liqueur Whisky. - -
A Blend composed of the Finest Highland Whiskies, thoroughly matured in Sherry Casks in Bond.
MILD AND MELLOW.
Telephone 75.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, January 7, 1901. 2042

MEMOS. FOR TO-MORROW.

Auctions.

11 a.m.—Auction of 40,423 ½ Sacks Flour, at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, West Point.

Meetings.

Noon.—Meeting of Shareholders of the China Provident Loan and Mortgage Co., Ltd., at the Company's Office, No. 9, Des Vœux Road.

9 p.m.—Meeting of Perseverance Lodge.

Amusements.

9 p.m.—Harmston's Grand Circus, at the Recreation Ground (Near the Race Course).

9 p.m.—Performance by the Pollard's Lilliputian Opera Co., in the City Hall.

General Memoranda.

SUNDAY, January 20:—
Goods per *Shanghai* not cleared at 4 p.m. subject to rent.

MONDAY, January 21:—
Noon.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Ltd., at the Office of the Company, No. 1, Queen's Buildings.
3 p.m.—Auction of Crown Land situated above Mong Kok Tsui.
Interim Dividend of 30 Cents on Shares of the Universal Trading Co., Ltd., payable.
Goods per *Bunca* not cleared at 4 p.m. subject to rent.

MONDAY, January 28:—
Noon.—Meeting of Shareholders of the Humphreys Estate and Finance Co., Ltd., at the Offices of the Company, 38 and 40, Queen's Road Central.

TUESDAY, January 29:—
Noon.—Meeting of Hongkong Benevolent Society.

Exchange.

HONGKONG, January 15, 1901.

On London—	
Bank, Wire, ...	..2/03
,, On demand,...	...2/03⅜
,, 30 days' sight, ...	...2/01⅝
,, 4 months' sight, ...	...2/1 3/8
Credits, 4 ,, ,, ...	...2/1⅜
Documentary, 4 months' sight.	...2/1½
On Paris—	
On demand, ...	... 2.59½
Credits, 4 months' sight, ...	... 2.65½
On Berlin—Demand,...	... 2.11½
On New York—	
On demand, ...	... 50⅜
Credits, 60 days' sight, ...	... 51⅛
On Bombay—	
Wire,...	... 153⅞
On demand, ...	... 154⅛
On Calcutta—	
Wire,...	... 153⅞
On demand, ...	... 154⅛
On Singapore—	
On demand, ...	⅜ % pm.
On Manila—	
On demand	1 % dis.
On Shanghai—	
On demand, ...	... 72⅜
30 days' sight, (private paper)	... 73⅛
On Yokohama—	
On demand, ...	2 % dis.
Gold Leaf, 100 fine, (per tael)...	...$50.00
Sovereigns (Bank's buying rate)	...$ 9.60
Silver (per oz.)	...29½d.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 1 and 4, should be sent to this Office not later than 10 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID.

'CHINA MAIL' Office, Dec. 1900.

A. S. WATSON & CO., LIMITED.

IRISH WHISKY.

Per Case 1 Doz.

A. John Jameson's Old, Green Capsule **$12.00**

B. John Jameson's Fine Old, Green Capsule **$15.00**

C. John Jameson's Very Fine Old, Green Capsule... **$18.00**

All the above are very **fine Old Whiskies. C has been Stocked in Hongkong in Wood for many years.**

AMERICAN WHISKY.

Per Case 1 Dozen.

Genuine Bourbon Whisky, Fine and Old, Red Capsule with our name and Trade Mark **$15.00**

A. S. WATSON & Co., Limited.

WINE & SPIRIT MERCHANTS, HONGKONG DISPENSARY. ESTABLISHED A.D., 1841.

1607

BIRTH.

At Shanghai, 13, Nanzing Road, on the 7th January, the Wife of R. J. SOLOMON, of a Daughter.

MARRIAGES.

On January 15th, at St. John's Cathedral, by the Rev. R. F. Cobbold, assisted by Rev. E. H. Good, Chaplain, H.M.S. *Tamar*, G. J. P. GEIGER, Esq., Royal Welch Fusiliers, to MARY, eldest daughter of Commodore and Mrs Powell.

On the 8th January, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., in the presence of the Rev. J. R. Hykes, D.D., U. S. A., Vice-Consul General, NICHOLAS ANDREW, eldest son of the late A. N. Viloudaki, of Shanghai, to R. A. FAITH, eldest daughter of John Box, Esq., of East Brighton, Melbourne, Australia.

DEATHS.

On the 8th January, at the General Hospital, Shanghai, ELEANOR HARRE, the beloved wife of A. Stewart Annand, of Tientsin.

☞ *The publication of this issue commenced at 5.40 p.m.*

The China Mail.

HONGKONG, TUESDAY, JANUARY 15, 1901.

LOCAL AND GENERAL.

Royal Hongkong Yacht Club.

Club race No 6, of the Royal Hongkong Yacht Club, will take place on the 20th inst. The course will be from the Police Pier, Kowloon, to mark boat off Lyemun Kowloon Rock, and mark boat off Lyemun, all to starboard distance 14 miles.

The French Mail.

The M. M. steamer *Manche*, which will take the homeward mail from Hongkong on Thursday, will tranship the passengers and cargo to the *Salazie*, which is undergoing repairs at Saigon, and return to the North ports. The *Manche* is usually employed on the run between Saigon and Haiphong.

Humphreys Estate.

It is intimated that the Board of Directors of Humphreys Estate and Finance Co., Ltd., have decided, subject to audit, to pay a dividend for the 12 months ending 31st December, 1900, at the rate of 10 per cent. per annum on the paid up capital of $1,000,000, and to place $100,000 to Permanent Reserve Fund, carrying forward a balance of $13,295.70 to new profit and loss account.

Chinese Tariff Revision.

In their trade report (Jan. 3), Messrs Noel, Murray and Co., of Shanghai, write:—The question of Tariff revision is at last forming a tangible shape, and the recently published suggestions of the German Association must be highly commended, and it is hoped fully upheld by the other Associations now working in the interests of fair trade and no favour.

The Murdered Yeung Ku Wan.

Yeung Kü Wan is a name well known in Canton. In the list of men who were wanted after the attempted rebellion of Sün Yat Sen, he had a prominent place, coming after the name of the leader. The feeling in Canton is that this murder is not connected with the Chinese Government, but arises from disagreements which are well known to have arisen in the local branches of the Reform Party.

Four Chinese Reforms.

The Emperor of China, according to a Hsian telegram dated January 9, has received a dispatch from Viceroy Liu K'un-yi of Nanking, urging immediate sanction of four matters of national importance, namely:—

1.—That the present dividing lines between Chinese and Manchus be levelled down.
2.—Schools of Learning for all Manchus and Chinese to be built through the Empire.
3.—Such schools to be free to all.
4.—Manchus to be allowed to trade and learn business like Chinese.

The Political Situation.

Messrs Noël, Murray and Co., Shanghai, in their trade report of 3rd inst., write:—Just at the close of the Century news was received here of the acceptance by the Chinese Plenipotentiaries, of what was really the ultimatum presented by the Powers. The alacrity with which this has been done has raised some doubts as to its sincerity, and although it may be the wish of the Emperor to agree to any terms, so long as peace may be restored, it is exceedingly dubious whether he will be permitted to hold to them. Some confirmation, however, to the course of action he has taken is to be found in the report that has just come to hand that Prince Tuan and other reactionaries have raised the standard of rebellion, which would assist matters, if they have not already laid hands on the Emperor's person, as the Foreign Powers could then reasonably defend him. Otherwise, if he has been disposed of, a widespread and serious rebellion will have to be quelled. We are by no means out of the wood yet, and it is satisfactory to note that there is no sign of the early withdrawal of any of the Foreign troops now in China.

VESSELS AT THE DOCKS:—At *Kowloon*.—H.M.S. Sandpiper, Piccolo, S.M.S. Hansa, Fuhoo, Hinsang, Mogul, H.M.S. Barfleur, S.M.S. Lucha.

Cosmopolitan.—Loyal, U.S.S. Albany, Chunshan, Peiyang.

Aberdeen.—Hansa.

LOCAL AND GENERAL.

Notes by the Way.

Mrs Borrett played the part of 'Margery Sylvester' in *Our Flat* at Shanghai.

Consul-General Hagberg, of Shanghai, has received a decoration from King Oscar.

Parcels mail for Europe &c. per s.s. *Chusan* will close at 3 p.m. on Friday, the 18th inst.

There is a German Choral Society which gives public concerts at Shanghai. Are the Germans of Hongkong less musical or less enterprising?

Out of seven or eight hundred applicants, Captain Boisragon, of the 18th Royal Irish, has been selected as Captain Superintendent of Police at Shanghai.

A Chinese Reformer, named Leong Kai-chu, is now in Australia organising the emigrés into political associations for the furtherance of reform ideas in China.

At the Shanghai Supreme Court on the 8th inst., Mr J. S. Knowles was fined $50 for failing to attend as a juror. The fact that he was dead or dying was, apparently, not a valid excuse!

The following gentlemen have been elected to the Shanghai French Municipality:—Messrs F. Augustin (131 votes), B. Buschmann, B. A. Clarke, L. Roberts (129), and H. G. Dowler (125).

Kobe papers announce the death of Mr. Ferdinand Trautmann, the Government architect at Tsingtau, which occurred in Kobe harbour on board the hospital ship *Saroia* on the 1st inst. The deceased gentleman was born at Trawinkel, and was only thirty-one years of age.

During the week ended 12th January, one fatal case of plague, one fatal case of enteric, and one case of smallpox occurred in the Colony. The case of enteric came from H. M. S. *Barfleur* and the smallpox case was imported. There was no other variety of communicable disease notified.

Harry Wilson was convicted at Shanghai, on the 8th inst., of obtaining $250 from the Imperial Bank of China, by false pretences. He was sentenced to one year's imprisonment, dating from 1st December. Judge Wilkinson, in sentencing the prisoner, concluded:—'It is evident from your own story that you are not a fit person to remain in this country, so you will be called upon to find sureties for your good behaviour—yourself in $1,000 and two sureties of $500 each—or to be deported. The prisoner requested to be sent to Hongkong gaol, which was granted.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Market Charitable Fund $50

Hongkong Bank Dividend.

Subject to audit the Directors of the Hongkong and Shanghai Bank will recommend, at the forthcoming meeting, a Dividend of £1 10s. per share, a bonus of 10s. per share, add $1,000,000 to Reserve Fund, and carry forward about $1,400,000.

The 'Powan' Collision.

We understand that one passenger was killed and two passengers and two sailors injured on board the river steamer *Powan*, in the collision with a junk on Sunday night. No persons on board the junk were injured. Three passengers from the steamer were picked up by a passing launch.

Star Ferry Co.

A meeting of the Star Ferry Co. was held in the offices this afternoon to confirm the resolution passed on 28th December last. Hon. C. P. Chater presided, and there were also present Messrs P. Sachse and J. A. Mackay (Directors), E. Osborne (Secretary), and J. Hooper, D. M. Moses, G. C. Moxon, W. H. Potts, A. J. Raymond, T. H. Reid, and R. C. Wilcox. The Secretary having read the notice convening the meeting, the Chairman said:—The business of this Meeting is to confirm the special resolution which was passed on 28th December last, reading as follows:—'That the new Regulations already approved by this meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and the same are hereby adopted as the Regulations of the Company, to the exclusion of all existing Regulations thereof.'—Mr R. C. Wilcox seconded, and the meeting unanimously confirmed the resolution.

Opium Quotations.

HONGKONG, January 15, 1901.

New Patna, cash,...	870
Old Patna, cash, ...	—
New Benares, cash, ...	885
Old Benares, cash, ...	—
New Malwa, credit, ...	860
Allowance, Taels, ...	—
Last Year, ...	810/820
Allowance Taels.	—
Old Malwa credit,... ...	830/840
Allowance, Taels, ...	—
Persian, Oily, cash, ...	840/850
Allowance, Taels, ...	—
Persian, Paper tied long,...	—
Allowance, Taels, ...	—

TELEGRAMS.

[REUTER'S SERVICE.]

BRITISH SOUTH AFRICA.

LONDON, 13th January.

Six thousand men have been enrolled in the Capetown guard, and are drilling in the public squares.

A party of Boers has arrived at Berlin and intend settling in Namaqualand, assisted by the German authorities. A copy of the terms of settlement will be sent to the Boer prisoners at St. Helena.

Many Colonials have joined the invaders at Murraysburg. More mounted men are urgently needed, but are not obtainable at Capetown.

GREAT BRITAIN AND RUSSIA IN CHINA.

Great Britain has made representations to Russia on behalf of the bondholders of the Newchwang-Shanhaikwan railway, as it is considered the proceedings of the Russians have exceeded military requirements. The question of compensation will be brought forward when the line is restored to its owners.

SWATOW NOTES.

(From Our Own Correspondent.)

GAIETY.

SWATOW, January 13.

Swatow recently appears to have burst forth into a reckless vein of gaiety. Besides two dances held in the same week, one given by the Commissioner of Customs and one by Mr and Mrs Andrew, also of the Customs, the Commissioner is holding fortnightly dances at his residence, while the Customs Club are giving their usual number of winter dances.

A Fancy Dress Ball was given on New Year's Eve by Mr C. H. Browitt-Taylor, Commissioner of Customs at Katchieh. The ball was a decided success, the house and grounds being beautifully decorated, while added to this the picturesque costumes of the guests formed a scene worthy of fairyland.

On the night of the 3rd inst., Mr and Mrs Andrew gave a most successful dance at their residence, at which the band of S. M. S. *Scudder* ably supplied the dance music.

RETURN OF THE MISSIONARIES.

The country has quieted down again around this district, and many of the missionaries are returning daily to their stations, to gather together again their somewhat scattered and demoralised flocks.

NAVAL MOVEMENTS.

S. M. S. *Scudder*, which left for Hongkong just before Christmas, returned here on the 31st December, but will leave probably in the course of a few days for Amoy. Many of the British residents here wonder why no British man-of-war has put in here since the departure of H. M. S. *Mohawk* over three months ago. It looks as if they would continue to wonder.

LOCAL AND GENERAL.

Shanghai Criticised.

A correspondent of the *N.-C. Daily News*, who has been writing interesting letters while on holiday in Manila, Hongkong and elsewhere, thus concludes his latest contribution:—Having had a glimpse at the outside it will not hurt much to see how the outside looks at us. To begin with, other Eastern places and their people show a slightly perceptible tinge of envy when they attempt to discuss Shanghai. Having thus discredited our critics, I submit a few of the pros and cons from what 'They Say' re the Model Settlement:

PROS.

1. Shanghai is a trade centre.
2. Shanghai is a resident community.
3. Shanghai is a sporting resort.
4. Shanghai is liberal to all creeds and conditions.
5. Shanghai has a future here and now.

CONS.

1. Shanghai incomes are insufficient.
2. Shanghai society displays money, nothing else.
3. Shanghai holds intellectual culture at a discount.
4. Shanghai professes little religion, practises none.
5. Shanghai wants no hereafter, deserves none.

Wisdom ignores Malice, but accepts Truth.

The French Squadron.

According to a Tonkin contemporary, Vice-Admiral Pottier, Commander-in-Chief of the French squadron in the Far East, has decided, in accordance with instructions, to re-arrange the vessels composing his squadron in such a manner as to display the French flag and to show his vessels at all points where the Republic has interests to protect. Therefore, he has divided his squadron into three groups, each under a Capitaine de Vaisseau. The first group, stationed in the Gulf of Pechihli, comprises the *Guichen* (Capitaine de Vaisseau de Percin), the second class cruisers *Pascal*, *Bugeaud* and *Friant*, the gunboats *Vipère*, *Décidé* and *Alouette*, and the torpedo boats *Takou* and *Bengali*. This group will have a vessel at Nagasaki, one or more at Chefoo, and the remainder at the base of operations (Taku). The second group, stationed at Shanghai, will include the *Amiral Charner* (Capitaine de Vaisseau Bachme), the cruisers *Chasseloup-Laubat* and *Jean Bart*, and the gunboats *Lion* and *Surprise*. This section will have a surveillance of the Yangtse, the neighbouring islands and the coast as far as Foochow. The third group, which will keep in evidence between Foochow and the Tonkin coast, comprises the second-class cruiser *Descartes* (Capitaine de Vaisseau de Saune), and the gunboats *Styx*, *Avalanche*, *Argus* and *Vigilante*. The *Redoutable* is given a well-merited rest in Japanese ports. Admiral Pottier will make Shanhaikwan his winter headquarters.

HONGKONG CHRISTIAN UNION

A most important meeting was held last evening in the Music Room of the City Hall to discuss the question of organizing a society to be called the Hongkong Christian Union, or Hongkong Evangelical Alliance. This meeting is one of the results of last week's series of meetings known as the Week of United and Universal Prayer. There was a very large attendance, and the gathering was characterized by intense interest throughout. The first half-hour was devoted to prayer, being conducted by Rev. G. J. Williams. Then the Rev. W. Banister was elected Chairman, and the above question was discussed. Mr Williams was asked to read a number of suggestions already drawn up, setting forth the purpose of the Union. The objects may be briefly stated as follows:—

1. To unite and bring into closer touch, one with the other, the Protestant believers in the Colony.
2. To carry on a Union prayer meeting, probably every week, in the City Hall, or some other equally suitable and central place.
3. To arrange for an annual Week of Prayer, occasional mission services, &c., and to help forward any other organizations for advancing the Kingdom of God in our midst.
4. To discuss from time to time plans for the development of the moral welfare and spiritual life of the people.

It was unanimously decided to organize on the general lines laid down, and officers were at once elected as follows:—President, The Bishop of Victoria; Vice-President, The Rev. G. J. Williams; Secretary, Rev. W. J. Southorn; Treasurer, Mr. D. R. Crawford. The following were then elected to form a general committee:—Revs. W. Banister, H. R. Wells, R. Gottschalk, C. Bone, J. H. France, and Dr Hager, with Messrs J. Dyer Ball, Anstey, J. Pitt, and Mackie. The Soldiers' Christian Association and the Navy Christian Association each to elect a representative. This Committee is to add six ladies to its number, and has power to choose others if deemed necessary.

It is believed that this organization will be a tremendous power for good in the Colony, in fostering a spirit of unity among the Christian believers, and in uniting forces against unrighteousness, and promoting the general moral and spiritual welfare.—*Contributed*.

SHANGHAI POSTAL CHANGES.

Several days ago, we announced the arrangements that had been made for sorting the Shanghai mails on board P. and O. steamers between Hongkong and Shanghai. The subject is thus referred to editorially by the *N.-C. Daily News* on the 9th inst.:—Wonders will never cease! The British Post Office has gone in for progress and reform! For a long time past the sorting of the inward mail has had to be done at the Shanghai office by a short-handed and inadequate staff, in consequence of which the mails were never ready for distribution until several hours after arrival at Shanghai, much to the discomfort of the public. But from the commencement of the year a new system was inaugurated, and was first carried into effect on board the P. & O. S. *Peninsular*, which yesterday brought the London mail of the 7th ultimo. A large space on the spar deck of the steamer was devoted to a sorting office, and on the voyage up from Hongkong the mails were completely sorted on board for prompt delivery by an English postal clerk and his Chinese assistant, so that the mails were landed from the tender at Shanghai in such condition that they could be immediately transmitted to their several destinations. Mails for the Outports and Peking were so far ready that the Chinese Imperial Post might have taken them direct from the tender, whilst the Shanghai mails were sorted in detail for immediate delivery, the bags for subscribing box-holders having been filled on board the *Peninsular*. The consequence was that the London mail was delivered in Shanghai very soon after the mail guns were fired. This is a desirable change that the public have long sought, and it is to be hoped that it is the precursor of other much-needed reforms in the British Post Office here. This initial change of system was not carried out without considerable and unexpected trouble, for the Chinese assistant succumbed to seasickness immediately after leaving Hongkong, so that the onus of the work was thrown entirely on the English clerk, who was therefore compelled to work hard day and night without even the opportunity of changing his clothes.

The *N.-C Daily News* of the 10th inst. says:—In reference to our remarks about the British Post Office, it may be stated that up to the end of last year the sorting of the mail was ordinarily done at Hongkong, and the boxholders' portion of the mail was ready for delivery on arrival or soon after. The mail matter for non-box-holders was made up in bags in Hongkong, alphabetically, and on arrival here was sorted out and the addresses written in Chinese, which of course caused some delay. Under instruction from London the mails for Shanghai are no longer landed at and sorted in Hongkong, but the English mails are sorted on board the P. & O. steamers. As the French authorities will not allow the mails to be sorted on the French mail steamers, this means an unavoidable delay in delivering the French mails. The last French mail brought, we are informed, between 60 and 70 bags of unsorted mail matter for the British Post Office here. The mail arrived at 3 p.m., and the letters were ready for delivery the same evening, but the sorting of the newspapers was not completed until after midnight, and they could not be delivered until the morning. There must be similar delay with the French mails unless the staff at the British P.O. is considerably increased. In the case of the mail which arrived per *Peninsular* on Tuesday, the mail matter for the outports was not entirely sorted on board. A number of bags had to be dealt with here after the Shanghai mail was finished, and thus a portion of the forward mail was not ready for dispatch until Wednesday morning.

Cure headaches not by overcoming the pain, but by striking directly at the cause. There is no better remedy than

Stearns' Headache Cure.

Sold by all chemists, Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

CANTON NOTES.

(From Our Own Correspondent.)

NARROW ESCAPE OF NAMHOI MAGISTRATE.

CANTON, January 14.

The Namhoi magistrate went off the other day to collect some of the taxes of his District. His boat was towed by a steam-launch. All went well till they reached P'ing Chau, distant only a few miles from Canton. By this time, it was dark. Suddenly, from both banks of the river, bullets came freely. The soldiers replied. The magistrate kept his presence of mind, and gave orders to cease firing and light the lanterns. The robbers were then able to read the magistrate's name written on the lanterns and at once desisted from the attack and fled.

Next day, the magistrate summoned the local gentry, and ordered them to offer rewards and devise means to capture the robbers, into whose hands he nearly fell the previous night.

ARREST OF PIRATES.

Six of the men who took part in the piratical attack on the Shek Lung passage-boat have been arrested. There is no question as to their guilt, for they were found in possession of goods that have been identified as loot from the passage-boat.

CHANGE BUREAU.

The change bureau which I mentioned as being opened for the purpose of changing silver dollars into the new copper cents has just been closed. It has been found impossible to control the great crowds that assembled at the office each day to fight and scramble over the order of entrance.

S.S. 'POWAN' IN COLLISION.

Last night (Sunday), in the Capsuimun, the s.s. *Powan* collided with a Chinese junk. A Chinese passenger thus describes the scene. It was nearly dark, and the fares were being collected from the Chinese. All at once, the two vessels collided. His feeling seemed to be that the junk sailed on to the bow of the *Powan*. The noise arising from the collision was very great. One passenger was killed, and several received injuries more or less serious. The damage to the *Powan* is considerable, but being above water she was able to resume her voyage and arrived in Canton this morning. The Chinese passengers know nothing of the fate of the junk.

FOOTBALL.

HONGKONG FOOTBALL CLUB v. H.M.S. 'TERRIBLE.'

An Association football match was played at Happy Valley yesterday afternoon, between the Hongkong Football Club and a team of H.M.S. *Terrible*. The former were without several of their regular players, and, judging from the 'rig-out' of some of the *Terrible* lads, they also were rather a scratch lot. It was fully half an hour after the appointed time when the following players were set agoing:—

Hongkong Club:—Goal, Wood; backs, Porter and Looker; half-backs, Beattie, Bonnar and Von der Pfordten; forwards, Lowe, Lee, Noble, Tullock, and Clapham.

H.M.S. *Terrible*:—Goal, Watson; backs, Bartlett and England; half-backs, Jones, Forbes, and Hardy; forwards, Butler, Jones, Holden, Dannie, and Clemens.

The *Terrible* won the toss, and, playing towards the west goal, were the first to get 'behind.' From the place kick, the Club forwards got on the ball, and, standing well out, Noble scored first point for his side, with a rattling good shot. For the next ten minutes it appeared as if the Club were to put up a big score, so weak was the back play of the sailors. Several corners went for nothing, and Lee had 'hard luck' in not scoring on one occasion, when his shot struck the post and came back into play. However, the sailors wore down this attack, and thereafter had a good say in the play that was going. Their forwards were now showing some really clever combination, especially the left wing couple, and, after getting a few behinds, a good effort was sent in which found Wood not on the proper spot, and the scores thus equalled. The referee failed to see that the ball had crossed the line before the *Terrible* goalkeeper scraped it out, from a shot by Tullock, or the Club would have taken the lead again. The 'Lads in Blue' had better luck though, for, well up, Bonnar having previously to kick into touch to avert disaster, Looker missed a centre from the left, and a second point for the sailors was the result. It was very soft play by the Club backs and goalkeeper that allowed a third goal to be scored, just on the call of half-time, and this weakness had a good deal to do with the confident play of the *Terrible* forwards thereafter. Half-time result: H.M.S. *Terrible* 3, Hongkong Club 1.

Play was of no even description in the opening passages of the second half, each side having its turn of aggressive work. Behinds and corners were obtained by both teams, without anything of moment happening, until Lee, giving the left back the shoulder, found an opening. This was followed by another, neatly taken by the same player, but a few minutes after, making the game 3 all. The forward play of the *Terribles* always made the Club followers feel uncomfortable, and in their efforts to get the winning point the *Terribles* gave Wood plenty to do. A spirited piece of play at last brought reward, and the sailors held this advantage till the finish, a very enjoyable game ending in the defeat of the Club by 4 goals to 3.

The winners did not give promise of achieving this success early in the game, their play being very ragged, and after the Club had scored the first goal they seemed to play as if they had a 'soft thing' on. The *Terrible* backs were reckless before they got warmed to their work, but afterwards showed a better defence than the men in a similar position on the other side. The half-backs were all right, the man who played in his 'working togs' bringing off many touches not expected of him. The forwards played a pretty game, their work being very neat, and it was mainly through this line that victory was brought.

The Club suffered through the absence of Russell, their champion back. Wood saved many shots that came his way, but did not study where or when the opposing forwards were to send the ball into his goal. The backs were a mixture of good and bad by turn, and of the half backs Von der Pfordten was the best of a fairly decent line. Bonnar was suffering from a sore, and as a consequence played below his usual form. Lee was the most dangerous of the Club forwards, scoring two of the goals in style. Tullock also wrought hard for victory to his side.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour T. Sercombe Smith, Acting Puisne Judge.)

Tuesday, January 15.

W. R. GASKELL v. GEORGE R. STEVENS.

In this suit, the plaintiff sought to recover $500, balance of $1000, fee for writing up the books of the firm of Messrs George R. Stevens and Co. during the period of Mr F. W. Hall's management.

Plaintiff was represented by Mr K. W. Mounsey (of Messrs Mounsey and Bruton), the defendant by Mr J. Hays (of Messrs. Johnson, Stokes and Master).

Mr Mounsey, on the ground that the material issues of the action were raised by the defendant's affidavit, contended that it was for his friend to open the case.

Mr Hays having replied that the account rendered by Mr Gaskell was not a good account, it was for the plaintiff to prove his case.

His Lordship said there was, he understood, a contract between the parties, and it was for the plaintiff to go into the box and prove that he had carried out the contract to the best of his ability.

Mr Mounsey opened the case by explaining that the period of Mr Hall's management of Messrs G. R. Stevens and Co. extended from 1st April, 1898, to 31st December, 1899—twenty-one months in all. He proceeded to read letters that had passed between the parties—the contract was contained in those letters. The work was to occupy two months, working night and day, and Mr Gaskell stipulated for a fee of $1000, $500 before commencing and $500 on completion. In the course of one letter, Mr Gaskell wrote that the books had been kept in a very careless manner, in another that the loss during the period of Mr Hall's management was $39,852.66 as compared with a loss of $35,979.85 set out by Mr Gourdin, who had previously gone into the books and accounts. Other statements were made in Mr Gaskell's letters bearing upon the condition of certain accounts in the books.

William Henry Gaskell, accountant, then gave evidence in support of his claim. In accordance with a request from Mr Stevens, and to oblige him, he prepared a special statement of the accounts of the steamers *Dagmar* and *Loyal*. They were included in the balance sheet already prepared by plaintiff. Particulars were given in the special statement. He also obtained from Mr Hall particulars about a billiard-table account. He might have concluded his work by writing up the books from the material supplied to him, but in order to make the work as complete as possible for Messrs Stevens and Co. he agreed to go into the details with Mr Stevens' son. The essential work he had to do was to draw up a balance sheet and a profit and loss account and to write up the books. At Mr Stevens' request he also made out a detailed memo of the House Account showing an expenditure of $45,000 odd. He also made out a special statement of T. L. Stevens' account to oblige Mr Stevens.

In reply to an affidavit by Mr Stevens, witness stated that the balance sheet was as complete as he could make it from the materials and vouchers supplied to him; that if it contained errors it was because of the absence of vouchers necessary for him to work upon; and that it carried out the arrangement he had entered into with defendant. He had done more, in fact, than arranged for.

Witness was cross-examined by Mr Hays. He did not expect to find Mr Stevens' accounts in good order, as Mr Stevens had given him to understand that Mr Hall had swindled him of $30,000 or $40,000. He could not tell until he went into the work whether he had sufficient material to write up the books. He took everything Mr Stevens gave him, but would have liked more.

Did you consider you were justified in undertaking this work with the material you had before you and thereby earn the very handsome fee of $1000?—I naturally assumed that the material coming from a merchant's office in Hongkong would be full and sufficient material.

Supposing you had been informed, on reliable authority, that those books were not properly kept or written up, would you have refused to do the work?—No; it would not have been on my part to do that. I could not tell whether the books were properly kept until I had completed my work.

His Lordship—If the books had been properly kept there would not have been very much necessity for calling in Mr Gaskell.

Witness—I understood the reason why I was asked to write up the books was that Mr Hall had swindled Mr Stevens out of $30,000 or $40,000, and I was called in to find that out.

His Lordship (to Mr Hays)—You don't allege that anybody could have done better than Mr Gaskell with the material supplied?

Mr Hays—I do, my Lord.

Witness (in reply to other questions)—I was told by Mr Stevens that Mr Hall's ledger was not worth the paper it was written upon, and therefore I made up my own books from the vouchers and accounts supplied to me. I understood that Mr Stevens based his statement that the books were not worth the paper they were written on from remarks made to him by Mr Gourdin, who had been through the books before me.

Witness was taken in detail through items in the accounts.

G. W. Marshall, manager to G. R. Stevens and Co., gave evidence regarding the accounts, and sought to show that Mr Gaskell should have made more of the materials at his disposal.

Judgment reserved.

HEWITT: 'What are you raising whiskers for?' Jewett: 'Well, I don't mind telling you that I'm wearing a necktie my wife gave me.'

'As I understand,' said a gentleman known to the Detroit *Free Press*, 'oleomargarine is made of beef fat.' 'You are undoubtedly right,' said his companion. 'I should think that the manufacturers would make it of goat fat.' 'Why?' 'Because the goat is a natural butter.'

By a curious coincidence, one of the pieces performed at the Opera in Paris during Mr Kruger's stay there was 'The Flying Dutchman.'

THE manufacture and sale of dolls in Europe exceed 26,000,000 a year. One firm in Paris turn out 2,000 dolls a day, and many other houses make even larger numbers.

Stearns' Wine of Cod Liver Oil which presents all the *curative* virtues of Cod Liver Oil itself, in the form of a rich, red wine, in whose sparkling body one can detect no trace of the unpleasant repugnant oil. No emulation no repulsion.

To be obtained of all Chemists, and Wholesale from A. S. Watson & Co., Ltd.

THE H.M.S. 'BARFLEUR' INCIDENT.

Court Martial Proceedings.

A Court Martial was held on board H.M.S. *Terrible* to-day. Captain Percy Scott, C.B., of H.M.S. *Terrible*, presided, and the other officers comprising the Court were Captains J. H. T. Burke, C.B., H.M.S. *Orlando*, G. A. Callaghan, C.B. H.M.S. *Endymion*, P. F. Tillard, H.M.S. *Dido*, and Commander H. P. W. Freeman, H.M.S. *Mohawk*. The Judge Advocate was Mr Hewlett, Private Secretary to Admiral Bruce.

Leading Seaman Rice, of H.M.S. *Barfleur*, was charged with acts of prejudice to good order and naval discipline by (1) entering the Admiral's cabin and listening to the proceedings of a court of inquiry, and (2) inciting Robert Peart, ordinary seaman, to refrain from telling the truth as to a matter under inquiry.

Captain George Warrender, of H.M.S. *Barfleur*, acted as prosecutor, and Lieutenant Noble, H.M.S. *Barfleur*, appeared as 'friend' of the prisoner.

The prisoner stated that he had no objections to the constitution of the Court, and the trial proceeded.

Captain Warrender gave evidence of identification.

The first witness called was William Newcombe, First Class Petty Officer of H.M.S. *Barfleur*. He said he was standing on the aft deck on the afternoon of 3rd January. He was going to give evidence before a Court of Inquiry, and Freme passed the remark 'What is Rice doing in the Admiral's cabin?' Witness then looked up and saw Rice just entering the starboard door. After that witness went on deck.

Questioned by the Court, witness said he was standing outside the Admiral's sleeping cabin. There was nobody else standing there besides himself and Freme and Thurgar.

Questioned by the prisoner.—What time was this that you say you saw me going to the Admiral's cabin?

Witness—I don't know.

Q.—Did you see me come out of the Admiral's cabin?

A.—No.

Q.—Did you see the Admiral and Lady Bruce come out of their cabin to go ashore?

A.—Yes.

Q.—How long was it after that that you saw me go into the cabin?

A.—I can't say.

Question by the Court.—Was there a sentry on the door to prevent anybody going in?

A.—The sentry was at the port side at the time.

G. E. Freme, First Class Petty Officer, H.M.S. *Barfleur*, said he was on the aft deck on the afternoon of 3rd January. He was told off in company with another petty officer. After standing there some few minutes, he was called into the Court to answer the questions put before him. On coming out, he engaged in conversation with Thurgar and Newcombe, petty officers of the first class. Thurgar was then called into court. After he came out, they conversed together. Witness saw Rice coming aft the aft deck in company with a Chinaman. A few minutes afterwards witness saw Rice enter the starboard cabin door. Witness passed a remark, saying 'What is Rice going in that door for?' Thurgar answered, 'I do not know; he is a galley's crew.' They were afterwards told off to go on deck and remain on the starboard gangway.

Examined by the prosecutor — Whereabout, on the aft deck, were you and the petty officers standing?

A.—Starboard side, sir.

Q.—Was anybody else standing on that side?

A.—No, sir.

Questioned by prisoner—What time was this when you saw me going into the Admiral's cabin?

A.—I can't say, as I was awakened from sleep when I was called aft.

Q.—Did you see Admiral and Lady Bruce leave the cabin to go ashore?

A.—Yes, sir.

Q.—How long was it after this that you saw me go into the cabin?

A.—I don't remember, sir.

Q.—Did you not state to the Captain that it was just after the Admiral and Lady Bruce had gone ashore that you saw me?

A.—I don't remember saying anything about that.

Q.—Are you sure that these are the exact words that you said to Thurgar?

A.—Yes.

Q.—Where was the sentry at the time I went into the Admiral's cabin?

A.—Standing midships, with his back to the aft ladder.

Q.—Was he by the starboard door?

A.—No, Sir.

Q.—Whereabout beside the ladder?

A.—The port side of the ladder with his back turned.

Question by the Court.—How was the sentry facing?

A.—To port, Sir.

Q.—Which galley does the prisoner belong to?

A.—The Admiral's galley.

Q.—Has prisoner to your knowledge any duties which might take him to the Admiral's cabin?

A.—I did not know at the time, but, afterwards, I heard that he was acting Admiral's Coxswain.

Q.—Did the Chinaman that you mentioned also enter the Admiral's cabin?

A.—I did not see him.

Q.—Did you see anybody else enter the Admiral's cabin besides the prisoner?

A.—No, Sir.

Q.—At the time, did you think there was anything wrong in the prisoner entering the cabin?

A.—No; I had not the slightest suspicion whatever.

Question by the prosecutor.—Do you remember if the aft ladder had a ladder screen or not?

A.—Yes, sir, it has.

Arthur James Sowden, C.P.O., Rear-Admiral's coxswain, said the prisoner's duty was to act as coxswain of the second gig whilst the coxswain was attending the Court of Inquiry. Prisoner was bowman of the galley. He had no duty in the Admiral's cabin on the afternoon of the 3rd January, so far as witness' knowledge went.

Questioned by the Court, witness said the Admiral went ashore in the second gig. Prisoner had no duty at any time that day, in the Admiral's cabin. He had previously had duty. Witness did not see any of the Admiral's crew in the Admiral's galley during the Court of Inquiry. There was nobody, to his knowledge, on the starboard side of the cabin.

C. J. Thurgar, First Class Petty Officer, said he was on the aft deck on the afternoon of 3rd January. He was talking to two petty officers. Freme passed the remark 'What is Rice doing in the Admiral's cabin?' Witness replied that he did not know as he was galley's crew. He (witness) did not see prisoner go in. He was standing on the starboard side of the aft deck. He did not look over to the door when Freme passed the remark, nor did he see the sentry there at the time. This was about three o'clock or just after it. He did not think there was anything wrong when he was told that Rice had been in the cabin.

C. E. Deasley, leading seaman, said he was on duty in the middle watch on the night of the 3rd January. He was corporal of that watch and leading seaman of the middle watch. He was sitting on the watch-deck locker, and Rice came up and said he knew the evidence and did not think much of the case. This was all that occurred that night.

Question by the prisoner—Was that all I said to you?

A.—No. You first said 'What do you think of the case?'

Q.—Did I make any mention to you as to where I learned the evidence?

A.—No.

Q.—Did I tell you any of the evidence?

A.—No.

Q.—Did I lead you in any way to believe that I knew any of the evidence?

A.—I thought it was funny that you should know something about it, as you said you knew.

Robert Peart, Ordinary Seaman, and J. H. Drew, First Class Petty Officer, also gave evidence at length for the prosecution.

The prisoner asked for and obtained 20 minutes to prepare his defence.

The witness Freme, recalled by the prisoner said that, when he told the Commander that he saw Rice going into the Admiral's cabin, Rice turned upon him and said, 'You did not see me go into the Admiral's cabin. You saw me go into the Admiral's pantry. Witness then said he could not be certain as he did not know whether the Admiral's pantry was on the star-board side or not. The Commander then told him to go down and make sure. He did this and then told the Commander that he was positive that Rice went into the Admiral's cabin.

E. Windsor, First Class Petty Officer, said he was standing outside the Admiral's cabin with the witnesses of the Court of Inquiry. Rice came up to him for orders. Witness told him that he had already got his orders. Prisoner then said that the Flag-Lieutenant had sent him to look for his servant, and with that prisoner went into the pantry. The reason prisoner came to him for orders was because he, being coxswain of the galley, told him (prisoner), during the dinner hour, to 'take on' as coxswain, in order, to let him to the court of inquiry. He accordingly came to him to know what he was to do.

Michael Collins, First Class Petty officer, said he saw Rice come up the starboard side of the aft deck, cross to the port side, laugh and speak to Windsor and then go into the Admiral's pastry. He saw no Chinaman. He was on the aft deck at the same time as Newcombe, Thurgar and Freme.

Charles Buddle, Private, R.M.L.I., said he was sentry on the Admiral's cabin. He never saw the prisoner enter. His orders were to allow none but authorised persons to enter. He considered a galley's crew was an authorised person, but he would have stopped him and asked what he was going to do. There were no special orders given to him that day.

George Eames, First Class Painter, said he was standing outside the Admiral's cabin with the witnesses for the inquiry. He saw prisoner come aft. He came from the Admiral's pantry, spoke in passing to Windsor, crossed the deck to the starboard side, and went forward accompanied by a Chinaman. Witness did not see prisoner come aft again that afternoon. The sentry was standing on the starboard side of the aft deck at the foot of the ladder. Witness did not see him move from there. Witness would have seen prisoner enter the Admiral's cabin by the starboard door had he gone in. He did not see him enter. The Chinaman came with the prisoner from the Admiral's pantry.

This closed the hearing for the defence.

The Court considered its judgment in private, and, shortly after three o'clock, Captain Scott announced that the Court found that the charges against the prisoner were not proven, and therefore it acquitted him.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD:—*St. Orrs*, Dec. 4; *Sardinia*, *Zoir*, 7; *Konigsberg*, *Albinga*, *Aristea*, *Charterhouse*, *Radley*, 11; *Andalusia*, 14; *Merionethshire*, *Shanghai*, *Den of Ogil*, *Nijni Novgorod*, *Paknam*, 18; *Hannover*, *Holsatia*, *Adriatico*, *Alcinous*, *Tamatave*, 21; *Moyune*, *Massilia*, *Sibiria*, *Pisa*, *Strombus*, 28; *Malacca*, *Bedouin*, *Sachsen*, *Cathay*, *Sydney*, *Bulladen Hall*, *Ashmore*, Jan. 1; *Bombay*, *Glengarry*, *Dresden*, *Deucalion*, 4; *Bingo Maru*, *Teenkai*, *Bithynie*, *Rajaburi*, 8; *Patroclus*, *Silesia (A.)*, *Reynolds*, 11.

HOMEWARD:—*Canton*, *Ajax*, *Hillglen*, Jan. 1; *Ernest Simons*, *Inaba Maru*, 11.

POST OFFICE NOTICES.

MAILS will close:—

For HONGAY.—
Per *Ningpo*, at 9 a.m., on Wednesday, the 16th January.

For SWATOW, AMOY & TAMSUI.—
Per *Formosa*, at 5 p.m., on Wednesday, the 16th January.

For MOJI, KOBE, YOKOHAMA, VICTORIA (B.C.) & TACOMA.—
Per *Goodwin*, at 11 a.m., on Friday, the 18th January.

For SHANGHAI.—
Per *Kiukiang*, at 3 p.m., on Friday, the 18th January.

For SINGAPORE, SOURABAYA & SAMARANG.—
Per *Hinsang*, at 10 a.m., on Saturday, the 19th January.

For WEI-HAI-WEI & KOBE.—
Per *Changsha*, at 3 p.m., on Saturday, the 19th January.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Tsinan*, at 3 p.m., on Saturday, the 19th January.

For MANILA.—
Per *Perla*, at 4 p.m., on Monday, the 21st January.

For MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO.—
Per *Kvarven*, at 3 p.m., on Wednesday, the 23rd January.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—

The Canadian Pacific Mail Packet *Empress of China* will be despatched on WEDNESDAY, the 16th January, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—

10 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)

11 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

WAR OFFICE AND ADMIRALTY REFORM.

Alleged Bribery and Corruption.

A statement has been going the round of the papers that the re-arming of our artillery and new stores will mean an addition to the War Office expenditure of from £10,000,000 to £12,000,000, whether annually or for one year we cannot say; probably annually. In illustration of this we are further told that Messrs Vickers, Sons, & Maxim, a concern which absorbed the Duke of Devonshire's old water-logged Barrow company, the Naval Construction and Armaments, has received an order for forty-two 4.7 guns, together with the necessary limbers and carriages, and for thirty-five howitzer batteries, together with waggons, limbers, and carriages, while at this moment it is busy making twenty-seven garrison mountings, such as those usually found on the largest battleships, in which will be fixed Vickers' 9.2 gun, one of the most powerful and destructive weapons either in the Army or Navy. So says the *St. James' Gazette*, and we suppose the news is true. Will any M.P. try to find out whether the new guns and batteries have been tested, what their record is, and why such heavy orders have been given out without sanction from the House? Clearly its authority over the public purse is worse than a farce; it is an absolute mockery, if this kind of thing can go on.

It is always interesting to get a little side light upon how the public money goes, and accident has brought some reliable and interesting information illustrative of the care displayed by our Admiralty officials in securing that the bills to be paid by the public shall always be excessive. Recently, it seems, a contract for a first-class cruiser was placed with a firm in Glasgow whose name we know and can give to any inquiring M.P. who may want it. The contract as let was for building the ship alone, and did not include the machinery. The cautious Admiralty Office, however, allowed the shipbuilders to send in tenders from two engine builders, one in Greenock and one in London, with perhaps others of whom we have not heard. The machinery made by the Greenock firm is well known, and is reported to have given satisfaction in war ships where it has been already placed. Its price for the engines to be supplied to this cruiser was £22,000 below that of the London firm, yet the London tender was accepted. Explanation on this point seems desirable, the more so as in addition to the extra actual cost of the engines, there will be the outlay upon railway or marine freight charges incurred in conveying the machinery, when made, from London to Glasgow. It would have been the simplest thing in the world to have towed the launched hull of the cruiser down the Clyde to Greenock, so that the machines made there might have been at once and without extra expense fitted up on board; but the London machines will have to be taken all the way to the Clyde at the cost of the nation before they can be put in their places. What excuse, we wonder, can the new First Lord of the Admiralty offer for this curious-looking transaction, which may mean £25,000 extra money out of the taxpayers' pockets for the engines of one ship? Is this the way 'reforming' zeal is to expend itself? Frankly, we believe that except through bribery and corruption in some form such things could not occur.—*Investors' Review.*

Mails.

The P. M. S. S. *City of Rio de Janeiro*, with the AMERICAN MAIL, left Shanghai on Sunday, the 13th Jan., at 4 p.m., and may be expected here on or about Wednesday, the 16th Jan.

The M. M. Co.'s s.s. *Laos*, with the FRENCH MAIL, left Saigon on Monday, the 14th Jan., at 6 a.m., and may be expected here on or about Thursday, the 16th Jan.

The P. & O. Co.'s s.s. *Coromandel*, with the ENGLISH MAIL of 21st December, left Singapore on Saturday, the 12th Jan., at 5 p.m., and may be expected here on or about Friday, the 18th Jan. This Packet brings replies to letters despatched from Hongkong on 19th Nov.

The O. & O. Co.'s s.s. *Coptic*, with the AMERICAN MAIL of 22nd Dec., left Yokohama on Friday, the 11th Jan., at daylight, and may be expected here on or about Saturday, the 19th Jan.

The Imperial German Mail s.s. *Sachsen*, carrying the German Mails with dates from Berlin of the 24th Dec., left Colombo on Friday afternoon, the 11th Jan.; and may be expected here on about Tuesday, the 22nd Jan.

The T. K. K. s.s. *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th Dec.

The C. P. R. Co.'s *Empress of India* left Vancouver on Tuesday morning, the 1st January, for Hongkong via the usual ports of call.

The P. M. S. S. *City of Peking*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 8th January.

Steamers Expected.

The 'Ben' Line steamer *Benlomond*, from London and Straits, left Singapore on the 10th Jan., for this port.

The s.s. *Catherine Apcar*, from Calcutta, left Singapore for this port on the morning of 13th Jan.

The N. Y. K. s.s. *Kawachi Maru* left Singapore for this port on 11th Jan., and is expected to arrive here on 16th Jan.

The s.s. *Merionethshire*, from Antwerp, London and Straits, left Singapore on the 12th Jan., and is due here on or about the 18th Jan.

The C. M. Co.'s steamer *Moyune*, from Glasgow and Liverpool, passed the Canal (outward) on 28th Dec., and may be considered due at Singapore on or about the 17th Jan.

The s. s. *Belgian King* left San Diego for Yokohama on 16th Dec.

The N. P. Co.'s s.s. *Duke of Fife* sailed from Yokohama for Tacoma, on the 13th Jan.

The N. P. Co.'s s.s. *Olympia* sailed from Yokohama for Hongkong, on the 12th Jan.

The N. P. Co.'s s.s. *Glenturret* sailed from Tacoma, for Japan and Hongkong, on the 7th Jan.

The N. Y. K. s.s. *Hiroshima Maru* left Bombay for this port on the afternoon of 10th Jan., and is expected to arrive here on the 27th Jan.

Latest Advices.

The Austrian Lloyd's s.s. *Moravia* left Singapore for this port on the 14th inst.

Entertainments.

THE AVALANCHE HERE!

HARMSTON'S GRAND CIRCUS

AND

ROYAL MENAGERIE

OF

PERFORMIMG WILD ANIMALS.

New attractions in all departments. New artistes. New acts. New features. Every act a novelty and a perfect revelation.

A WORLD'S FAIR OF MODERN MARVELS.

THE GREATEST & MOST SUPERB SHOW EVER DEVISED BY MEN.

THE LARGEST CIRCUS AND MENAGERIE TRAVELLING.

THE ROYAL BENGAL TIGER 'DUKE.' The Largest ever seen in Captivity.

THE MONSTER ELEPHANT 'BABE.' THE BABY ELEPHANT 'TOPSY.' The Twentieth Century Wonders.

LOCATION { RECREATION GROUND (Near the RACE COURSE).

GRAND OPENING NIGHT— TO-MORROW (WEDNESDAY) EVENING, JANUARY 16TH, 1901.

DOORS OPEN at 8 P.M. COMMENCE at 9 P.M., Sharp.

N.B.—Positively no Half-price to Evening Shows.

FIRST GRAND MATINEE, SATURDAY AFTERNOON, January 19

Children Half-price to all parts at Matinees only.

Doors Open at 3 p.m. Performance at 4 p.m.

MATINEE every WEDNESDAY and SATURDAY.

PRICES OF ADMISSION.

Box Seat	$3.00
Dress Circle Chairs	2.00
Stalls, Carpeted Seats	1.00
Gallery	50

Europeans will not be allowed in the Gallery.

Box Office:—ROBINSON PIANO Co., Queen's Road.

NOTICE! { Late Tram to Peak. Late Ferry to Kowloon.

MRS HARMSTON-LOVE ......Proprietress.
ROBERT LOVE ....Manager.
COL. CHAS. B. HICKS ......Representative.
HANS DREWITZ ....Agent.

Hongkong, January 15, 1901. 101

HONGKONG ST. ANDREW'S SOCIETY

SCOTCH CONCERT,

IN

ST. GEORGE'S HALL,

ON

FRIDAY, 25th January,

AT NINE P.M.,

To Celebrate the Anniversary of the Birth of ROBERT BURNS.

Solos will be given by Mrs MUDIE, Mrs LOWSON, Mr. ALEC MARSH, Capt. the Hon. H. W. F. TREFUSIS, F. PETELLA, H.M.S. *Endymion* (CELLO), and P. LICARI, M.M.S *Barfleur* (VIOLIN); and PART SONGS by a CHOIR of MALE VOICES.

By Permission of the Admiral and Officers, the Band of H.M.S. *Barfleur* will play selections of Scotch Music.

Booking at ROBINSON'S.

Prices of Admission, ... $3 and $2.

Hongkong, January 14, 1901. 94

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

TO-MORROW

the 16th January, 1901, at 11 a.m., at the HONGKONG AND KOWLOON WHARF AND GODOWN CO.'S GODOWNS, West Point,

(*For Account of the Concerned*),—

40,423 ½-Sacks FLOUR

VARIOUS BRANDS,

more or less Sea Damaged, ex S. S. *Duke of Fife.*

Terms:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, January 15, 1901. 64

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions from the Owner to Sell by PUBLIC AUCTION, in ONE LOT, on

FRIDAY,

the 25th day of January, 1901, at 3 o'clock p.m., at their Sales Rooms,—

ALL THAT PIECE OR PARCEL OF GROUND situate lying and being at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Inland Lot No. 1096, together with the Messuage or Tenement Erections and Buildings thereon known as 'HALDON,' BONHAM ROAD, held from the Crown for a Term of 999 years from the 25th day of December, 1890.

Total area, 65,815 square feet; Crown Rent, $30 per annum.

For further particulars and conditions of Sale, apply to

Messrs JOHNSON, STOKES & MASTER, *Solicitors for the Vendor,*

or to

The Auctioneers.

Hongkong, January 2, 1901. 10

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL).

Business Hours: ... ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. 2473

To-day's Advertisements

THEATRE ROYAL,

CITY HALL,

Lessee and Proprietors: MRS. N. CHESTER, MESSRS. A. H. and E. J. POLLARD.

TO-NIGHT!

AND EVERY EVENING.

The first great event in the Colony of **THE 20th CENTURY,**

Under the distinguished Patronage of H. E. Sir HENRY BLAKE, G.C.M.G.

Pollard's Lilliputian Opera Company,

OF 50 PERFORMERS.

TO-NIGHT, TO-MORROW NIGHT & THURSDAY NIGHT,

LAST 3 PERFORMANCES OF The enormously successful American production,

'THE BELLE OF NEW YORK,'

In Two Acts of Six Scenes.

FRIDAY NEXT,

The enormous successful Military Musical Comedy,

'THE GAIETY GIRL.'

NEXT SATURDAY AFTERNOON, at 3.30 P.M.,

2ND GRAND MATINEE, **'A GAIETY GIRL.'**

Children, Amahs, Schools, Soldiers and Sailors in Uniform, Half-price.

Plan at ROBINSON'S Prices as usual.

Doors Open at 8 p.m.

Performance starts punctually at 9 p.m.

Carriages at 11.45 p.m.

The Star Ferry Co. has kindly consented to delay the last ferry to 12.15. Arrangements have been made with the Peak Tramway Co. to run a special tram a quarter of an hour after the performance.

A. LEVEY, *Business Manager.*
A. H. POLLARD, *Manager.*

Hongkong, January 15, 1901. 103

GOVERNMENT NOTIFICATION.

No. 6.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 21st day of January, 1901, at 3 p.m., are published for general information.

By Command,

J. H. STEWART LOCKHART, *Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE, Hongkong, 5th January, 1901. 112

Particulars and Conditions of the Letting by Public Auction Sale, to be held on Monday, the 21st day of January, 1901, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 Years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 1,117	Mong Kok Tsui	47.6	47.6	160	160	7,600	88	7,600

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, Declaring a Dividend, and confirming the appointment of a Director, and electing auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd January to 5th February, inclusive.

By Order of the Board of Directors,

T. ARNOLD, *Secretary.*

Hongkong, January 15, 1901. 101

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship FORMOSA, Captain HODGINS, will be despatched for the above Ports on THURSDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., *General Managers.*

Hongkong, January 15, 1900. 105

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship THALES, Captain ROBSON, will be despatched for the above Port, on FRIDAY, the 18th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., *General Managers.*

Hongkong, January 15, 1901. 109

FOR SHANGHAI.

THE Steamship LYEEMOON, Captain HEUERMANN, will be despatched for the above port on SATURDAY, the 19th Inst., at 5 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers.

For Freight or Passage, apply to

EAST ASIATIC TRADING Co., LTD., *Agents.*

Hongkong, January 15, 1901. 96

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports......	Guthrie (s)	Gibb, Livingston & Co.	Jan. 31, at 4 p.m.
Australian Ports	Yawata Maru (s)	Nippon Yusen Kaisha.	Jan. 25, at 4 p.m.
Australian Ports.......	Tainan (s)	Butterfield & Swire....	Jan. 19, at 4 p.m.
Bremen & Ports of Call	Preussen (s)........	Norddeutscher Lloyd.	Jan. 23, at noon.
Havre and Hamburg..	Sambia (s)	Carlowitz & Co.........	Jan. 18, at noon.
Havre and Hamburg..	Silesia (s)........	Carlowitz & Co........	About Feb. 9.
Havre and Hamburg..	Sibiria (s).........	Canadian P'fic R. Co.	About Feb. 18.
Havre and Hamburg.	Freiburg (s)	Carlowitz & Co	About Feb. 28.
Havre and Hamburg.	Saxonia (s)........	Calowitz & Co..........	About May. 5.
Kobe and Yokohama..	Kawachi Maru (s)	Nippon Yusen Kaisha.	Jan. 18, daylight.
Kobe and Yokohama..	Bingo Maru (s)	Nippon Yusen Kaisha.	Feb. 1, daylight.
Liverpool	Achilles (s)	Butterfield & Swire....	January 18.
London & Ports of Call	Chusan (s)	P. & O. S. N. Co	Jan. 19, at noon.
London v. Suez Canal	Rhipeus (s)........	Butterfield & Swire....	January 22.
London v. Suez Canal	Prometheus (s)	Butterfield & Swire....	February 5.
London v. Suez Cana	Alcinous (s)	Butterfield & Swire....	February 19.
London & Marseilles..	Java (s)	P. & O. S. N. Co.......	About Feb. 7.
Manila	Perla (s)	Shewan, Tomes & Co.	Jan. 21, at 5 p.m.
Marseilles & London.	Wakasa Maru (s)	Nippon Yusen Kaisha.	Jan. 25, daylight.
Moji, Kobe & Y'ma...	Hiroshima Maru (s) ...	Nippon Yusen Kaisha.	Jan. 30, at noon.
N'saki, Kobe & Y'ma.	Kasuga Maru (s)	Nippon Yusen Kaisha.	Jan. 18, at noon.
New York	R. Morrow............	Arnhold, Karberg & Co	Quick despatch.
New York v. Suez Canal	Polarstjernen (s)	Dodwell & Co., Ltd	End of Jan.
Portland, (Or.), &c....	Adato (s).........	Arnhold, Karberg & Co.	About Jan. 25.
San Diego & San F'co	Kvarven (s)	Butterfield and Swire.	January 23.
S. Francisco v. Japan.	City of Rio de Janeiro (s)	Pacific Mail S. S. Co	Jan. 22, at noon.
S. Francisco v. Japan.	Coptic (s)........	O. & O. S. S. Co.......	Jan. 29, at noon.
S. Francisco v. Japan.	America Maru (s)	Toyo Kisen Kaisha.....	Feb. 7, at noon
Seattle, U.S.A......	Idzumi Maru (s)	Nippon Yusen Kaisha	Jan. 23, at 4 p.m.
Shanghai	Kiukiang (s)	Butterfield & Swire....	January 18.
Shanghai	Lyeemoon (s)..........	East Asiatic T. Co., Ld	Jan. 19, at 5 p.m.
Shanghai	Coromandel (s)	P. & O. S. N. Co......	About Jan. 19.
S'hai, N'ki, K'be & Y'ma	Laos (s)	Messageries Maritimes	About Jan. 17.
S'pore, P'ang & Cl'bo.	Maria Valeria (s)	Sander, Wieler & Co...	Jan. 23, afternoon.
S'tow, Amoy & F'chow	Akashi Maru (s)	Mitsui Bussan Kaisha.	January 16.
S'tow, Amoy & F'chow	Haiching (s)	Douglas, Lapraik & Co	Jan. 16, daylight.
Swatow, Amoy & T'su	Formosa (s)	Douglas Lapraik & Co	Jan. 17, daylight.
Swatow, Amoy & T'sui.	Daijin Maru (s).........	Mitsui Bussan Kaisha.	Jan. 20, daylight.
Swatow, Amoy & T'foo	Anping Maru (s)	Mitsui Bussan Kaisha.	Jan. 23, daylight.
Tacoma (Wash.), &c..	Goodwin (s)	Dodwell & Co. Limited	Jan. 18, at noon.
Vancouver (B.C.), &c	Empress of China (s)..	Canadian P'fic R. Co.	Jan 16, at noon.
Weihaiwei & Kobe ...	Changsha (s).........	Butterfield & Swire....	January 19.
Yokohama and Kobe..	Moravia (s)........	Sander, Wieler & Co..	Jan. 23 daylight.

To-day's Advertisements

ROYAL HONGKONG YACHT CLUB REGATTA.

MEMBERS of the ROYAL HONGKONG YACHT CLUB can obtain TICKETS of Admission to the Flagship for themselves and their Friends on application to Messrs. A. DENISON and C. H. GALE, or the HON. SECRETARY, on and after THURSDAY, 17th Inst.

Tiffin can be obtained on board.

A Launch will run between Kowloon Ferry Pier and the Flagship from 11.30 a.m.

Hongkong, January 15, 1901. 108

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are hereby notified that Entries for the forthcoming Races will CLOSE on SATURDAY, the 26th Instant, instead of Saturday, the 19th, as per Draft Programme.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, January 12, 1901. 106

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company on MONDAY, the 28th Instant, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd Inst. to the 31st Instant, both days inclusive.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, January 15, 1901. 100

HONGKONG BENEVOLENT SOCIETY

A GENERAL MEETING of the above SOCIETY will be held on TUESDAY, 29th January, at 12 o'clock (Noon), in the CITY HALL.

The Public are invited to attend.

M. FORBES, *Hon. Secretary.*

Hongkong, January 15, 1901. 107

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship PERLA, Captain R. W. ALMOND, will be despatched as above on MONDAY, the 21st Inst., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., *General Managers.*

Hongkong, January 15, 1901. 97

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BANCA.*

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s. s. *Caledonia.*

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day.

Goods not cleared by the 21st Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, *Acting Superintendent.*

Hongkong, January 15, 1901. 98

To-day's Advertisements

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KOBE.

THE Company's Steamship MORAVIA, Captain CALABRESE, will leave for the above places on WEDNESDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to

SANDER, WIELER & Co., *Agents.*

Hongkong, January 15, 1901. 99

SHIPPING.

ARRIVALS.

January 14.

Isla de Luzon, American gunboat, 1,030, J. V. B. Bleecker, Manila Jan. 12.

Banca, British steamer, 3,793, Babot, London Nov. 20, and Singapore January 9, General.—P. & O. S. N. Co.

January 15.

Chiguen, American str., from Canton.

Hsin Chi, British str., from Canton.

Else, German str., from Canton.

Sultan Van Langkat, Dutch str., 1,384, Blomberg, Langkat Jan. 3, and Singapore 7, Oil.—MEYER & Co.

Sabine Rickmers, British str., 690, J. R. Nasbet, Tamsui January 12, Ballast.—ARNHOLD, KARBERG & Co.

Kronborg, Danish str., 2,209, W. Schultz, Moji Jan. 9, Coal.—MELCHERS & Co.

Formosa, British steamer, 674, A. E. Hodgins, Tamsui Jan. 13, and Amoy 14, General.—DOUGLAS STEAMSHIP Co.

Taisang, British steamer, 1,544, Spencer Wilde, Shanghai Jan. 11, via Swatow 14, General.—JARDINE, MATHESON & Co.

Kasuga Maru, Japanese str. 3,000, E. W. Haswell, Melbourne via Manila Jan. 13, General.—NIPPON YUSEN KAISHA.

Benlarig, British steamer, 1,452, Kroble, Moji Jan. 10, Coal.—GIBB, LIVINGSTON & Co.

DEPARTURES.

January 15.

Kweilin, for Shanghai.
Benlarig, for Canton.
Lyeemoon, for Canton.
Buteshire, for Portland, Or.
Kinsang, for Singapore and Calcutta.
Shanghai, for Shanghai.
Clara, for Pakhoi.

CLEARED.

Hsin Chi, for Shanghai.
Haiching, for Swatow.
R. Morrow, for New York.
Akashi Maru, for Swatow.
Taisang, for Canton.
Astoria, for Portland, Or.
Sharpsno, for Moji.
Kachidate Maru, for Kutchinotzu.

PASSENGERS.

ARRIVED.

Per *Formosa*, from Tamsui, &c., Dr W. N. Wright, Lieut. Walwyn, Mr G. K. Brutton, Lieut. Johnson, Capt. Bunje, Mr and Mrs Wildman, Master Wildman, 2 Europeans and 29 Chinese.

Per *Taisang*, from Shanghai, &c., Mr C. F. Smith, Mrs Lefferts Knox, Mr E. Schmidt, Lieut. Lating, Mr Kelly, Mr Wilson, and 201 Chinese.

Per *Kasuga Maru*, from Melbourne, &c.: for Hongkong, Mr T. E. Lescher, Mr R. W. Giblin, Mrs Glover, Mr and Mrs W. M. Castle, Major C. T. Boyd, Mr W. F. Good, Mrs Martin, Messrs Joy Chew, A. F. de Goicouria, Geo. H. Shute, and E. C. Howell, 57 Chinese and 1 Japanese; for Kobe, 197 Japanese; for Yokohama, Mr T. Hoji, Mr K. Sakuma, Mrs R. McCance, Mr T. Hayashi, and 6 Japanese.

DEPARTED.

Per *Shanghai*, from Hongkong: for Shanghai, Mr and Mrs Blechynden. From London: for Shanghai, Sub.-Lt. Maitland Addison, R.N., and Paymaster Eldred, R.N.; for Yokohama, Mr A. J. Ingham.

SHIPPING REPORTS.

The British steamer *Formosa* reports: Moderate monsoon, with fine clear weather throughout.

The British steamer *Taisang* reports: Moderate monsoon, dull cloudy weather.

The Japanese steamer *Kasuga Maru* reports: Moderate N.E. monsoon, fine weather, with occasional rain squalls.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, January 15, 1901.

BAROMETER—	9 A.M.	30.15
Do.	1 P.M.	30.09
Do.	4 P.M.	30.05
THERMOMETER—	9 A.M.	65
Do.	1 P.M.	67
Do.	4 P.M.	67
Do.	(Wet bulb) 9 A.M.	62
Do.	Do. 1 P.M.	63
Do.	Do. 4 P.M.	63
Do. Maximum	... ...	67
Do. Minimum overnight		63

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAICHING,
Captain HALL, will be despatched for the above Port on WEDNESDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, January 14, 1901. 93

THE OSAKA SHOSEN KAISHA, LTD.

FOR FOOCHOW, *VIA* SWATOW AND AMOY.

THE Company's Steamship
AKASHI MARU,
Captain K. SUZUKI, will be despatched for the above ports on WEDNESDAY, the 16th Inst.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, January 4, 1901. 30

THE OSAKA SHOSEN KAISHA, LIMITED.

FORSWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
ANPING MARU,
Captain S. ATSUMI, will be despatched for the above Ports, on WEDNESDAY, the 23rd Inst., at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, January 9, 1901. 60

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship
DAIJIN MARU,
Captain T. OGATA, will be despatched for the above Ports on SUNDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, January 14, 1901. 85

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME & TRIESTE.

(Taking Cargo at through Rates to the BRAZILS; to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
MARIA VALERIE,
Captain BERGEROVICH, will be despatched as above on WEDNESDAY, the 23rd Inst., in the Afternoon.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, January 12, 1901. 82

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
GUTHRIE,
Captain MCARTHUR, will be despatched for the above Ports on THURSDAY, the 31st Instant, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, January 7, 1901. 47

FOR NEW YORK, *VIA* PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT MANILA).

THE Steamship
POLARSTJERNEN
will be despatched for the above Port about the end of January, 1901.

For Freight, apply to
DODWELL & Co., LD.,
Agents.

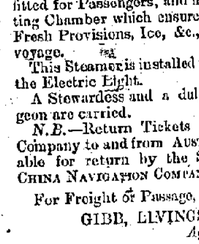
Hongkong, January 7, 1901. 13

FOR NEW YORK.

THE 3/3 L. H British Barque
R. MORROW,
Captain DOUGLAS, having arrived, is now loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & Co.
Hongkong, December 11, 1900. 2286

RIGAUD'S KANANGA WATER OF JAPAN
(REGISTERED)



The most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS
RECOMMENDED

KANANGA	GRACIOSA
LOUIS XV	IRIS BLANC
ASCANIO	IRIS AMBRÉ
LUCRECIA	YLANGYLANG
LILAS DE PERSE	PEAU D'ESPAGNE
BOUQUET de L'ELYSÉE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HÉLIOTROPE
ROSINA	LILY OF THE VALLEY

A complete assortment of every other odour.

RIGAUD & Cie, PARFUMERS — PARIS.

For Sale by A. S. Watson & Co., Limited. 231

Shipping.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *CHUSAN*, Captain C. L. DANIEL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c, on SATURDAY, the 19th January, 1901, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, January 8, 1901. 40

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Jan. 29, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Feb. 23, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, March 19, at Noon.

THE Co.'s Steamship *COPTIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*
Hongkong, January 7, 1901. 2002

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
LAOS,
Captain FLANDIN, will be despatched for the above Ports on or about THURSDAY, the 17th Inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, January 10, 1901. 68

OREGON AND ORIENTAL STEAMSHIP COMPANY.

In connection with the
OREGON RAILROAD AND NAVIGATION COMPANY.

Proposed Sailing from
HONGKONG TO PORTLAND, (OR.), and SAN FRANCISCO, *Via* INLAND SEA of JAPAN, KOBE and YOKOHAMA, Taking cargo to JAPAN PORTS, the UNITED STATES and CANADA.

THE Steamship
ADATO,
2143 Tons, Captain MCINTYRE.

This Steamship will be despatched on TUESDAY, the 26th January, 1901, for PORTLAND, (OR.), *Via* MOJI, KOBE and YOKOHAMA: to followed by S. S. MONMOUTHSHIRE, on the 10th February.

Through Bills of Lading issued to any point in the UNITED STATES and CANADA.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond PORTLAND, (OR.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland, (Or.)

For further information as to Freight, Rates, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, January 12, 1901. 2120

Shipping.

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, (via S'hai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	Tuesday, Jan. 22, 1901, at Noon.
City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	Thursday, Feb. 14, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	Tuesday, March 12, at Noon.

THE U. S. S. S. *City of Rio De Janeiro* will be despatched for SAN FRANCISCO, *vid* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd Jan., 1901, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Though Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building

J. S. VAN BUREN, *Agent.*
Hongkong, December 4, 1900. 1934

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu),	Thursday, Feb. 7, at Noon.
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu),	Saturday, March 2, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, March 28, at Noon,

THE Twin-Screw Steamship *AMERICA MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*
Hongkong, December 4, 1900. 1934

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
LONDON, &c.	*Chusan* *	C. L. DANIEL	Noon, 19th Jan.
SHANGHAI	*Cormandel*	F. W. VIBERT, R.N.R	About 19th Jan.
LONDON	*Sevre*	G. W. GORDON, R.N.R.	About 7th Feb.

PASSENGER SEASON, 1901.

S. S. *PLASSY*.....7240 Tons...March 30th † — MARSEILLES and LONDON (Direct).
S. S. *SOBRAON*...7382 Tons...April 27th † — Without Transhipment.

* See Special Advertisement. † Passing through the Inland Sea.

For Freight or passage, and further Particulars, apply to
A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N Co.'s Office,
Hongkong, January 11, 1901. 979

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PREUSSEN	WEDNESDAY, 23rd January.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 6th February.
SACHSEN	WEDNESDAY, 20th February.
KIAUTSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 6th March.
BAYERN	WEDNESDAY, 20th March.
STUTTGART	WEDNESDAY, 3rd April.
KONIG ALBERT	WEDNESDAY, 17th April.
PRINZ HEINRICH	WEDNESDAY, 1st May
PRINZESS IRENE	WEDNESDAY, 15th May.

ON WEDNESDAY, the 23rd day of January, 1901, at Noon, the S. S. PREUSSEN, of the NORDDEUTSCHER LLOYD, Captain E. PREHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 21st January, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 22nd January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 22nd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., *Agents.*

1947.

OCEAN STEAMSHIP COMPANY

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	*Rhipeus*	DAY	22nd January.
LONDON	*Prometheus*	DAY	5th February.
LONDON	*Alcinous*	PULFORD	19th February.
LIVERPOOL (Taking Cargo at LONDON Rates),	*Achilles*	BROWN	18th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, January 9, 1901. 2402

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE	TSINAN	On 19th Jan., at 4 p.m.
WEIHAIWEI AND KOBE	CHANGSHA	On 19th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, January 15, 1901. 75

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

AT a date to be fixed later on, the Company's Steamship *MANCHE*, Capt. DAPELO, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for SAIGON.

This Steamer will Tranship her Cargo at SAIGON to the S. S. *Salazie*, which Vessel takes on her Passengers and Mails for MARSEILLES and Ports of Call.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until Specie and Parcels (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 3, 1901. 19

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL and SOUTH AMERICA, Etc.

Kaiwen .....On 23rd January.

THE S. S. *Kaiwen* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Via* MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, January 15, 1901. 72

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 16th Jan./1901
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 13th Feb./1901
EMPRESS OF JAPAN...Comdr. H. PYBUS, R.N.R .....WEDNESDAY, 13th Mar./1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, December 20, 1900. 1990

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer.	*Tons.*	*Captain.*	*Proposed Sailing.*
Goodwin	4421	A. Jackson	January 18
Olympia	2837	J. Truebridge	February 1
Tacoma	2811	A. Dixon	March 1
Victoria	3502	J. Panton	March 8

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

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Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two transcontinental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

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The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

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For further information as to Passage or Freight, apply to
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Hongkong, January 11, 1901. 422

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KASUGA MARU, E. W. HASWELL, *KAWACHI MARU*, J. S. THOMPSON,	NAGASAKI, KOBE & YOKOHAMA. KOBE & YOKOHAMA.	FRIDAY, 18th Jan., at Noon. FRIDAY, 18th Jan., at Daylight.
IDZUMI MARU, M. J. CURNOW,	VICTORIA, B.C., and SEATTLE, U.S.A., Via KOBE and YOKOHAMA.	WEDNESDAY, 23rd Jan., at 4 p.m.
WAKASA MARU, J. B. MACMILLAN,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU, N. E. MOSES,	SYDNEY and MELBOURNE. Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th Jan., at 4 p.m.
HIROSHIMA MARU, S. YOSHIZAWA, *BINGO MARU*, F. DAVIES,	MOJI, KOBE & YOKOHAMA. KOBE & YOKOHAMA.	WEDNESDAY, 30th Jan., at Noon. FRIDAY, 1st Feb., at Daylight.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, *Manager.*

Hongkong, January 9, 1901. 779

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE). NORDDEUTSCHER LLOYD. (FREIGHT SERVICE)
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(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
S. S. *SAMBIA*, Capt. SCHMIDT,	HAVRE & HAMBURG. (L'don with transhipment in H'burg)	18th Jan., at Noon.	Freight.
* S. S. *SILESIA*, Capt. BAHLE,	HAVRE and HAMBURG. (L'don with transhipment in H'burg),	On 9th Febuary.	Freight & Passage
* S. S. *SIBIRIA*, Capt. BRAUN,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 18th Februaiy.	Freight & Passage
S. S. *FREIBURG*, Capt. PROESCH,	HAVRE & HAMBURG. (L'don with transhipment in H'burg)	About 28th February.	Freight.
S. S. *SAXONIA*, Capt. JAGER,	HAVRE and HAMBURG. L'don with transhipment in H'burg).	About 5th March.	Freight

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
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Hongkong, January 15, 1901. 784